

# The Daily Astorian.

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ASTORIA, OREGON WEDNESDAY, NOVEMBER 21, 1883.

PRICE, FIVE CENTS.

## SOLD AGAIN.

For a consideration of \$500,000 a year in money the Northern Pacific Company has contracted with the Union and Central Pacific, the Southern Pacific and the Atchafalaya and Topeka to refrain from competition with the latter for the trade of this city and state. The meaning of this is that no passenger can buy a ticket here or ship freight from here by way of the Northern Pacific to points on the Missouri or east of that river, without first paying the fare or freight on a separate account from here to Portland, and the rule works the same way against persons coming from or shipping goods from the East to San Francisco or any point in California by way of the Northern Pacific. Tickets and freight will only be sold as far as Portland, and from there down, a separate account is to be kept and distinct charges made. After the October meeting of transcontinental railway managers here it was announced, as a point gained in the interest of the California public and the merchants of San Francisco, that the Villard system had resolutely declined a proposal on the part of the Board of Railroad Commissioners, active competition, and, if necessary, a cutting of rates to secure a large share of the San Francisco traffic. This last agreement leaves us quite as much out in the cold as we were before the completion of the Northern Pacific and the extension of \$500,000 a year still worse off. For nothing in the future is more certain than that the companies that pay this bribe to Villard's company to keep hands off will tax the transportation business of this city and state to the extent of the bribe. As they own and control the Board of Railroad Commissioners, what is to hinder them? They can easily make up the amount this year by overcharges in the transportation of the surplus grain crop of the state.

We now fully realize the truth of the sometimes surmised statement that railroads combine, but do not as a rule compete. So far as this city and state are interested we had been \$500,000 a year better off without the Northern Pacific. It was constructed at a cost in land of \$100,000,000 to the people of the United States, to aid in the development of the resources of the country, and especially of the Pacific coast, and the very best mode of carrying out this intent of the law authorizing and endowing it so richly is by active competition and reduction of rates, whereby production is stimulated, the employment of the country's pen we see this intent set at naught and a bribe for combination with other companies having a monopoly of transportation for two-thirds of this coast accepted as a substitute for competition, the sum of the bribe to be wrung from the public by extortionate rates. Every dollar of the \$500,000 paid by the corporations whose roads terminate here will be taxed against our business and production. And when the Oregon Short-cut and the California and Oregon are completed, the same game will be repeated.

It appears from all this that the more transcontinental corporation roads we get the more tightly we shall be bound in the chains of the combination. The remedy of this evil is in the hands of congress. It has the choice of either of two plans, or it may adopt and enforce both. The first and easiest, but perhaps not the most effective, is to enact a general law for the regulation of the rates of all roads upon inter-state traffic. Such a law would have to be enforced by federal commissioners, and we know by costly experience with the railroad commission in this state that the railway managers would be likely to control any such commission and render its object futile and its existence an expensive nuisance. The second plan is for congress to authorize the government to build or buy a separate road, which it shall own, control and operate—not to make money for the treasury, but in the interest of the people and as a grand regulator of all the corporation roads. There never has been, there never can be, more than one objection urged against this plan, and that is that it would enlarge the influence of the party in power in the creation of new offices and federal employees. The answer to this is that the corporations are now exerting a great deal more political influence than the possession of office and that the party in power is always closely watched and mercilessly criticised by a party not in power but almost as strong as the party in power. There is no constitutional prohibition of such a plan. That question was amply discussed in reference to a national trunk-pike road half a century ago, and afterwards by Benton and others in the Senate, when the scheme of a Pacific railroad first entered Congress—both times in favor of the power of Congress to do such works and of the government to manage them as its own property. We have about 170,000 legal voters in this state; and if the plan of a government railway from this city to New York, with branches to Portland, Or., and by way of Arizona and New Mexico to St. Louis and New Orleans or Galveston, were submitted to a vote here, we do not exaggerate in saying that 150,000 of these 170,000 legal voters would support it. Oregon, Nevada, Utah, Arizona, Colorado, Kansas, Montana—every state and territory in the country, would vote three to one the same way. The whole opposition would come from the railroad corporations, and chiefly from those plundering ones which have been so liberally subsidized by the United States.

—S. F. Chronicle.

A Maine woman offered her husband at auction and no one bid. Then she put up a billiard, and \$12 was offered. Ever since in talking with the former, she puts this and that together.

## NEWS OF THE NORTHWEST.

Olympia is to have a daily newspaper. Seattle has five newspapers—one in the German language. Whatcom county, W. T., raised 40,000 bushels of oats this season. The East Portland *Vindicator* is one of the cleverest papers on our exchange list.

The Washington Territory legislature has refused to pass any pilot bill for Puget Sound.

The codfish catch on the Pacific coast this year was 1,748,000, against 1,241,000 last year.

The sale of the *Police Gazette* and like papers has been prohibited on the Northern Pacific railroad.

Complaint comes from eastern and southern Oregon that there has not as yet been sufficient rain for plowing.

It is said the pay-roll of the Northern Pacific from its western terminus to Helena, M. T., amounts to over \$400,000 per month.

Kinney Bros. have started a saw-mill up the Clackamas about twelve miles, where they are turning out 9000 feet of lumber per day.

It is estimated that 35,000 head of cattle have been shipped over the Northern Pacific this season, from points in the Yellowstone valley.

The Cosur d'Alene mines are attracting general attention in the upper country. Travel and business is rapidly tending in that course.

Fifty thousand tons, a little over one-third of the Walla Walla country wheat product, has been shipped away, leaving between 75,000 and 100,000 tons.

The Tacoma *Ledger* man says there are sardines in Puget Sound. He thinks that Sound herrings packed as sardines should do as well on the Pacific as the Atlantic coast.

Under the recently passed game law in Washington Territory it is unlawful to kill bucks between November 1st and July 1st; that it is unlawful to kill does between January 1st and August 1st; no deer can be killed between the dates mentioned for any purpose whatever; that during the open season for killing there shall be no killing "unless the carcass of the animal is used, preserved or sold for food." It is unlawful to kill deer for their hides or horns alone. The penalty for violation of the law is a fine of not less than \$10 nor more than \$300.

## What Woman Can Do.

The Philadelphia *Call* enumerates a few of the things which a woman can do, and among them the following:

She can say "No" and stick to it for all time.

She can also say "No" in such a low soft voice that it means "Yes."

She can sharpen a lead pencil if you give her plenty of time and plenty of pencils.

She can dance all night in a pair of shoes two sizes too small for her and enjoy every minute of the time.

She can pass a display window of a dry goods store without stopping—if she is running to catch the train.

She can walk half the night with a colicky baby in her arms without once expressing a desire to murder the infant.

She can appreciate a kiss from her husband seventy-five years after the marriage ceremony has taken place.

She can suffer abuse and neglect for years, which one touch of kindness or consideration will drive from her recollection.

She can go to the theater every evening and do nothing but weep and sigh, and still possess sufficient strength to attend a Sunday night sacred concert.

She can go to church and afterward tell you what every woman in the congregation had on, and in some rare instances can give a faint idea of what the text was.

She can look her husband square in the eye when he tells her some cock-and-bull story about being "detained at the office," without betraying in the least that she knows him to be a colossal liar.

She can sample up \$17,000 worth of dress goods and buy a spool of thread, with an order to have it delivered four miles away, in a style that will transfix the proprietor of the establishment with admiration.

She can—but what's the use! A woman can do anything or everything, and do it well. She can do more in a minute than a man can do in an hour, and do it better. She can make the alleged lords of creation bow down to her own sweet will, and they will never know it. Yes, a woman can do everything, with but one exception: she cannot climb a tree.

A dignified gentleman was recently examining an infantile class in the primary department of one of our schools on natural history. He was watching one bright little fellow about the cat and made him describe his idea of the familiar household quadruped, but somehow the boy's description was not complete enough. He seemed to have no adequate idea of the extraordinary quickness and agility of the cat as compared with poor humanity. Finally the examiner said: "Can you tell me anything the cat can do that I can't?" Oh, yes, the boy could tell that easily enough. "Well, then, what can a cat do that I can't?" "A cat can have kittens and you can't," was the child's reply and the examiner let him alone after that.—Puck.

The girls have an interesting time of it in India. Very often girls are married at the age of three years, and should the boy to whom they were wedded die the next day the infant is declared a perpetual widow, and may not marry again though she live to be sixty years of age. They do not think very much of women over there anyway.

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